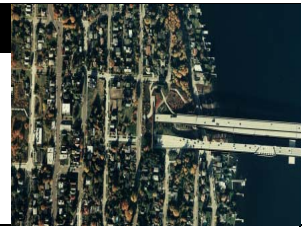


# I-90 Two-Way Transit and HOV

Released July 2003

## Scenario

Add HOV lanes on outer roadway  
R-8A



### Project Description:

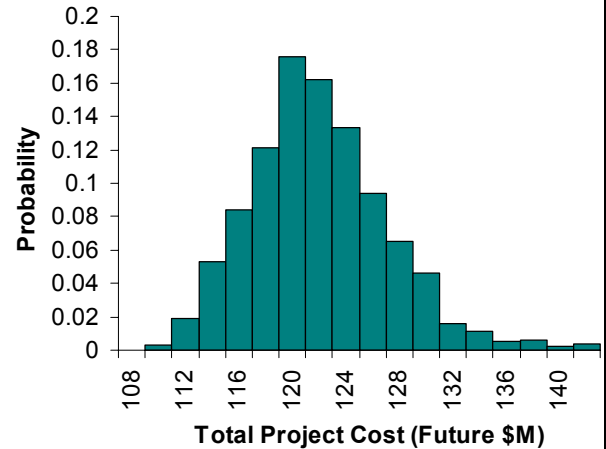
- Adds transit and HOV carpool lane to the existing outer roadways in both directions.
- Selected portions of the corridor (not the bridges) would be widened.
- Current reversible operation of the center roadway is maintained.

### Schedule:

Begin Construction  
Range: 2005

End Construction  
Range: 2007

### CEVP Result:



### Project Benefits:

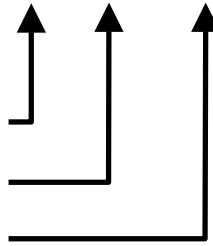
- Improves travel time reliability for transit and HOV operations both directions on I-90 between downtown Seattle and Bellevue.
- Reduces overall congestion levels for both directions of traffic on I-90.
- Does not preclude the addition of High Capacity Transit (HCT), either bus or rail, on I-90.
- Completes critical segment of HOV system across I-90.

### Project Cost Range:

10% chance the cost < \$ 115 Million

50% chance the cost < \$ 121 Million

90% chance the cost < \$ 128 Million



### Risk Issues that May Impact Project Cost or Schedule:

- Cost may increase and schedule may lengthen if eastbound auxiliary lane from E. Mercer Way to I-405 ramps is required.
- Changes to stormwater design criteria may result in the need for additional right of way.
- Potential legal challenges if this alternative is selected.
- Fire suppression system in First Hill lid may need upgrade
- Complexity of floating bridge construction activities may increase cost.
- Eliminating the need to widen the Homer Hadley bridge reduces risks associated with permitting, storm drainage, constructability.

### What's Changed Since 2003 Draft EIS:

- Scope: Value Engineering study recommended not to widen the Homer M. Hadley floating bridge.
- Schedule: No change.
- Cost: Draft EIS estimate was for construction cost only, and in 2002 dollars. Value Engineering and continued design work have resulted in new estimates.

### Financial Fine Print (Key Assumptions):

- Full project funding becomes available by July 2005.
- Inflation escalation is to 2006, the approximate midpoint of construction.
- Additional regional and/or federal funds are needed to complete this project.
- Project cost range includes \$5 million in past expenses, beginning in 1998.

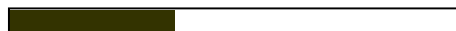
### Level of

### Project Design:

Low

Medium

High



July 16, 2003



Washington State  
Department of Transportation